



Western-Pacific Region Airports Division



AirporTopics

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MAY 2000

Cec



Airports Administrative Officer retires after 15 years of federal service. Cecilia retired from Airports Division, March 31, 2000. She held the Administrative Officer position for the past 2 years. Previously, she was the Planning and Programming Branch Secretary. We wish Cecilia the very best in her retirement.

Cecilia Weismann Retires

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Certalert No. 00-01



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The FAA has posted guidance to assist sponsors in conducting Benefit Cost Analyses (BCA) on the internet at <http://www.faa.gov/arp/arphome.htm>. The documents can be found under "What's New" and "APP-500" sites. Documents include: the

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Federal Register Notice, published December 15, 1999, and the Final FAA Airports Benefit Cost Analysis Guidance. BCAs are required for Airport Improvement Program discretionary

grants at or above \$5 million and all Letters of Intent.

(Sam Iskander, Airport Program Specialist)

Guidance to Prevent “Exclusive Rights” and Establish Commercial Business Standards at Your Airport

On April 7, 2000, the Federal Aviation Administration (FAA) issued a revision of Advisory Circular 150/5190-5, entitled “Exclusive Rights and Minimum Standards for Commercial Aeronautical Activities.” The advisory circular provides airport sponsors with guidance for complying with airport property management obligations established by the Airport Improvement Program (AIP) grant assurances, particularly 4, 5, 22, 23, 24, 25, 26, and 29.

We encourage you to review your lease agreements and minimum standards on a three-year cycle, along with the Airport Layout Plan and Airport Property Map, to ensure they continue to comply with the grant assurances. The FAA will not approve your business plans, lease agreements, or minimum standards, but may review them or conduct evaluations of airport management

policies and practices to identify potential compliance problems. Evaluations are frequently initiated in response to airport tenant complaints alleging compliance violations. Our mutual goal is to achieve and maintain airport safety, efficiency, and financial integrity. This can best be attained by a proactive approach to property management and by using current fair market value appraisals of airport assets.

The revised advisory circular is available by contacting your Airport District Office or at the following web site address:

<http://www.faa.gov/arp/150acs.htm>

(Joe Rodriguez, Supervisor, SFO Planning & Programming Section; Anthony Garcia, Compliance Specialist; and Chuck McCormick, Electrical Engineer)

Submitting FAA Form 5370-1, Construction Progress and Inspection Report

FAA Forms 5370-1 are used by the sponsor to report construction progress of Airport Improvement Program (AIP) projects. Many of these forms are being misdirected to FAA Headquarters. To ensure proper delivery, completed 5370-1 forms should be sent to one of the following addresses:

1. For airports in Arizona and Southern California: FAA Airports Division, Supervisor Standards Section, AWP-621, P. O. Box 92007 WPC, Los Angeles, CA 90009-2007.

2. For airports in Northern California and Nevada: San Francisco Airports District

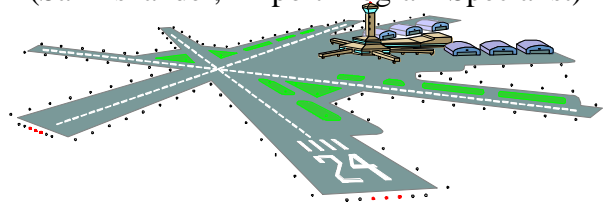
Office, SFO-600, 831 Mitten Road, Room 210, Burlingame, CA 94010-1303.

3. For airports in Hawaii and other Pacific Islands: Honolulu Airports District Office,

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HNL-600, Box 50244, Honolulu, HI 96850-0001.

(Sam Iskander, Airport Program Specialist)



CERTALERT

ADVISORY * CAUTIONARY * NON-DIRECTIVE

FOR INFORMATION, CONTACT CERTIFICATION BRANCH, AAS-310 / (202) 267-8729

DATE: March 30, 2000 NO. 00-01
TO: AIRPORT CERTIFICATION SAFETY INSPECTORS
TOPIC: PUBLIC SAFETY PERSONNEL OPERATING IN THE MOVEMENT AREA

Public Safety Personnel Operating in the Movement Area

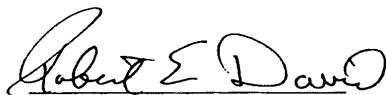
Prevention of runway incursions is a top safety priority of the Federal Aviation Administration. During the past 62 days, there have been nine occurrences of public safety vehicles entering airport movement areas without authorization from the Airport Traffic Control Tower.

Police and other public safety personnel in the normal pursuit of their duties may have cause to enter and operate on airport movement areas (areas where aircraft taxi, takeoff, and land). While emergency vehicles operating on roadways have priority and right-of-way, this is not the case on airport movement areas. In movement areas, aircraft have priority and must be given right-of-way at all times.

To ensure the safety of the traveling public and public safety personnel, positive control of all aircraft and ground vehicles in movement areas must be maintained at all times. Public safety personnel that operate on airports should be informed that:

- Assume that aircraft always have the right-of-way.
- ANY vehicle, performing ANY mission on the movement area must be in contact with, and under the control of the Airport Traffic Control Tower. At airports without an Airport Traffic Control Tower, or when the tower is closed, vehicles must monitor and announce position and intentions over the Common Traffic Advisory Frequency (CTAF).
- Even if the pilot sees the emergency vehicle, the speed and movement of the aircraft could make yielding impossible or create a very dangerous situation. The large size of most aircraft used for commercial transportation limits the pilot's ability to maneuver quickly on the ground, and propellers and jet engines can cause significant damage, or even destroy a ground vehicle. Aircraft speeds, (up to 150 miles per hour on runways) and restricted cockpit visibility that prohibits the pilot from seeing under the nose or behind the aircraft also limits the ability of a pilot to avoid ground vehicles.

To clarify these safety concerns, airport operators are requested to distribute this Certalert to the public safety departments that service their airports, including those that have entered into a mutual aid agreement with the airport. In addition, airport operators should distribute this Certalert to all public safety departments whose jurisdiction includes or is adjacent to the airport.



Robert E. David
Manager, Airport Safety and Standards

3/31/00

Date

Remedial Training for Persons Involved in a Vehicle Pedestrian Deviation

As airports become increasingly congested, the FAA and the entire aviation community must pay closer attention to safety relating to ground operations. The complexity of today's operations have the potential for creating unsafe conditions, especially where aircraft, vehicles, and even pedestrians may find themselves on active runways and taxiways in direct conflict with aircraft. Such incidents can have tragic results.

Upon notification of a Vehicle/Pedestrian Deviation (VPD), Airport Certification Safety Inspectors will investigate the incident. We encourage airport operators to develop a remedial driver training program for any employee, tenant or contractor involved in a vehicle deviation.

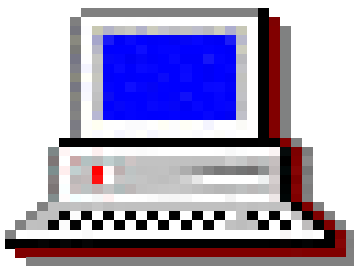
The airport should also investigate the incident to determine the cause of the deviation and then take appropriate actions to eliminate those causal factors.

(Elizabeth Louie, Airports Cert Inspector)

FAA Reauthorization Legislation On-Line

If you would like a copy of the recently-enacted Fiscal Years 2000-2003 FAA reauthorization legislation, go to the Library of Congress "THOMAS" website at (www.thomas.loc.gov). At the bill number search, enter "H.R.1000" at which point you will come to a page which lists six versions of the legislation. Select #6, the enrolled version, then select the GPO's PDF version which will take you to the GPO site. The legislation is 137 pages long.

(Sam Iskander, Airports Program Specialist)



14 CFR Part 139 Compliance Date for Glass Beads in Pavement Markings

The August 31, 1999 Advisory Circular (AC) 150/5340-1H, entitled "Standards for Airport Markings," contains a requirement for the use of glass beads in eleven types of permanent pavement markings as outlined in paragraph 4.b. The AC requires the use of glass beads for these markings at all Part 139 certificated airports **not later than August 31, 2000**. The pavement markings requiring glass beads are:

1. All runway and taxiway holding position markings,
2. Runway threshold markings,
3. Runway threshold bars,
4. Runway aiming point markings,
5. Runway designation markings,
6. Runway touchdown zone markings,
7. Runway centerline markings,
8. Taxiway centerline markings,
9. Geographic position markings,
10. Surface painted signs, and
11. Non-movement markings.

The August 31, 2000 compliance date was based on the assumption that airport operators repaint their markings at least once a year. Feedback from regional offices indicate that a number of small airports do not adhere to this practice.

The airport certification and safety inspectors, when conducting the annual 14 CFR Part 139 inspection, shall:

- ☒ Ensure any markings identified in Paragraph 4.b. of AC 150-5340-1H have glass beads, if repainted between November 3, 1999 and by August 31, 2000.
- ☒ Beginning September 1, 2000, airport certification and safety inspectors are to identify, during annual 14 CFR Part 139 inspections, and document in a letter of correction, any markings specified in Paragraph 4.b. of AC 150/5340-1H that do not have glass beads. The suspense date for correcting this discrepancy will be established based on a discussion with the airport manager and a reasonable plan for installing the required glass beads with the repainting of applicable pavement markings.

(Bill Critchfield, Lead Certification Inspector)

In Memory of Mr. Robert C. Bloom, P.E.

Mr. Robert “Bob” C. Bloom, a native of Hot Sulpher Spring, Colorado, retired from service with the Federal Aviation Administration in April 1997, after a distinguished career with the Airports Division. Mr. Bloom oversaw the planning and development of numerous airports in Southern California and Arizona. His accomplishments included significant projects at Burbank-Glendale-Pasadena, Los Angeles International, Ontario International, Palmdale, San Diego International, Phoenix Sky Harbor International, and Tucson International airports. He was also instrumental in developing an airport system for the Navajo Nation in Arizona. Upon retirement, Bob began a tour of the United States by motor home and enjoyed his fishing expeditions around the country. Mr. Bloom was hospitalized for about ten days at Pomona Valley Hospital, prior to his passing on February 18, 2000. A memorial service was held by his family in Pomona, California on February 21, 2000. Mr. Bloom is survived by his mother Mrs. Sigrid Bloom, brother Donald, and sister Pat of Arvada, Colorado.



“The pure and simple truth is rarely pure and never simple.”
Oscar Wilde

The goal of this publication is to report and inform our readers. Comments, suggestions and ideas for future articles are encouraged from our readers. Please forward to AirporTopics, AWP-610A, P.O. Box 92007, WPC, Los Angeles, CA 90009.

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